

INFORMATION REPORT - INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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Navigation from Sulina to Galati

1. Foreign ships are permitted to navigate the Danube River only during the day. At dark, ships anchor at whatever point of the river they have reached and continue their course the next morning. This measure does not apply to Soviet orbit ships or to tugs and lighters of the Danube, as long as the weather is favorable for navigation.
2. Foreign ships entering the Danube from the Black Sea are required to drop anchor at the mouth of the river and wait for the river pilot. The pilot boards the ship, accompanied by a policeman. He directs the ship to the harbor of Sulina where a rigid inspection takes place. If the ship is to continue on to other harbors the pilot remains aboard. In such case, the ship is accompanied by an armed motor-boat escort. Escorts are changed at Tulcea. Ships are inspected at each port.
3. Navigation becomes dangerous near Tulcea and the 38th mile point on account of the powerful current and shallow waters. There are six buoys, two east and four west, which mark the channel for safe passage. There are another six buoys beyond Tulcea, between the 40th and 41st mile points, two southwest and four northeast of the river bed.
4. The Rumanian flag is replaced by the Soviet flag near the 44th mile point where the USSR borders the Danube. Various lighters, being towed in fours by tugs were sighted in the river during this period.
5. The limitations as to the ship's waterline which is necessary in order to sail up the river are governed by the actual depth at the entrance to Sulina. This depth ranges from 17 to 22 feet. The entrance is constantly under excavation, which is carried out by two dredges, in order to keep the channel open. Large vessels are notified by the Rumanian authorities to adjust their waterlines according to the depth of the mouth of Sulina. The speed limit in the river is seven miles per hour.

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6. River pilots belong the Danubian Company. At present there are twelve pilots on the Danube; before the war, there were seventy.

Port of Sulina

7. Ships dock alongside the north and south banks of the river, on floating docks. Two or three old-type Rumanian river cannon-carriers were anchored along the south bank.

Port of Tulcea

8. Tulcea is a small harbor. Lighters and river boats were docked along its south bank. Two to three freighters, of medium capacity, can dock along this bank at the same time.

Port of Reni

9. The port of Reni has harbor facilities and can accommodate ships of medium capacity. Ships dock at floating docks, 15 to 20 meters in length and five to six meters in width.

Port of Galati

10. Galati is the largest port on the Danube. It is used in the export of timber. The following is a legend for the attached rough sketch:
1. Timber basin, with a depth of approximately 30 feet.
 2. Wharves used for loading timber on large steamers. At high tide the depth along the wharves runs up to 30 feet. Ships dock at this point on floating docks, 15 to 20 feet in length and five to six meters in width. These docks are used between the ships and the sloping dock. Each ship uses two to three such docks. With the available docks, two 5,000 to 6,000 ton vessels can be loaded at the same time. There is a partly-submerged [] freighter of approximately 1,200 tons' capacity at the east end of the wharf. The freighter overturned because of the way in which the timber was loaded.
 3. Large stocks of lumber.
 4. Floating dock.
 5. Shipyard where tugs, river boats, and lighters are constructed.
 6. Another shipyard where the same type of construction work is done.
 7. Building which houses the naval services of the port.
 8. Harbor agency and transportation services.
 11. Water tankers supply water to the port of Galati. Harbor traffic is controlled by Bucharest. The harbor offers 24-hour service when necessary. According to longshoremen, there are about 3,000 Soviet soldiers in mufti in the town of Galati.
 12. Crewmen of foreign ships are permitted to visit the town from 1400 to 2300 hours, but only one-fourth of the crew are allowed ashore at the same time.

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Mine Areas

13. According to the pilot, mine areas marked in NEMEDRI as lying east of the Danube Delta no longer exist. This information is confirmed by the fact that ships passing above the mine area have had no accidents as yet.

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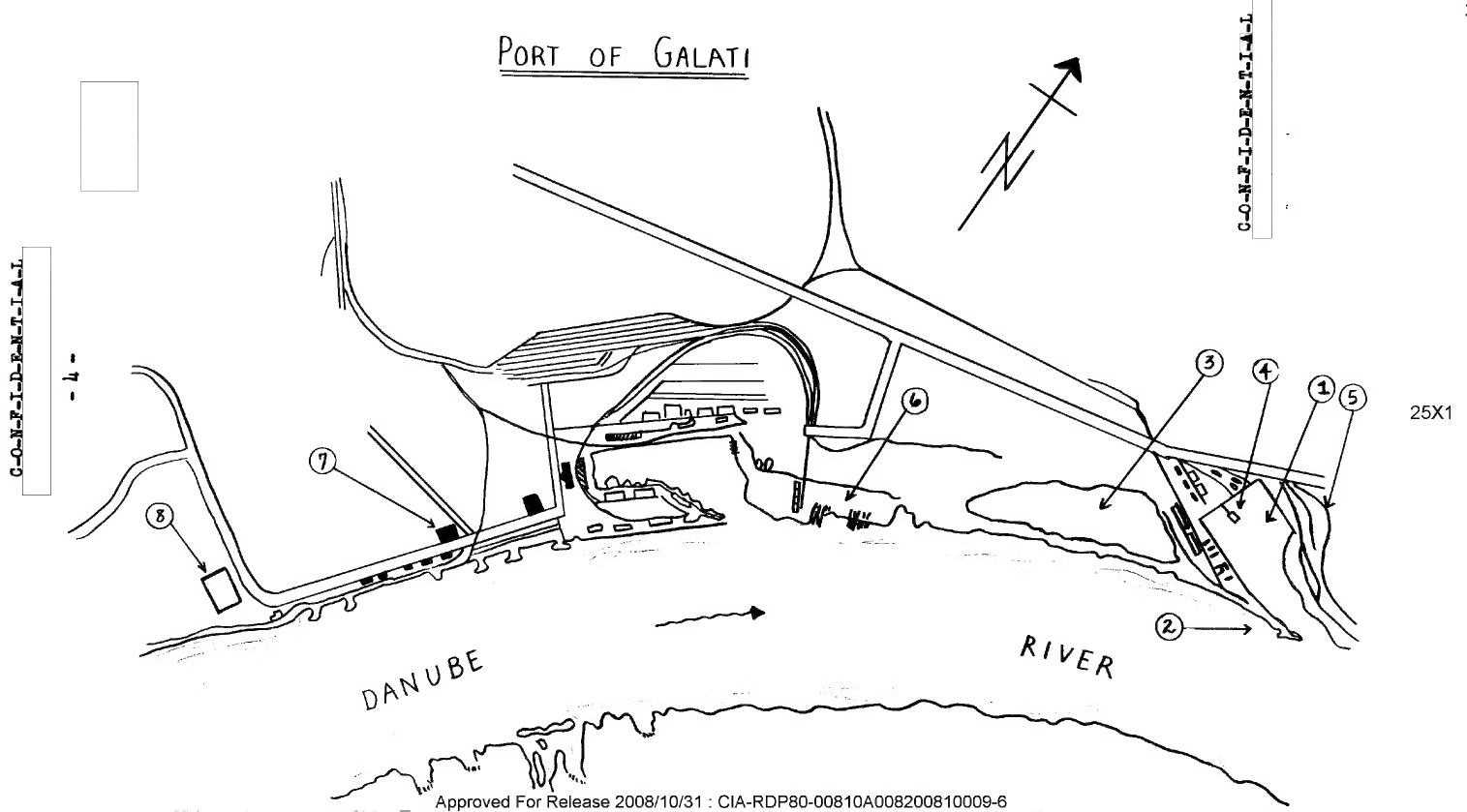
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